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Improvement of Russian Zone Railroad Lines

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- a. Work on the reconstruction of the second track of the Elsterwerda-Muhlend railroad line was scheduled to be started on 7 April and completed on 1 October 1952. A total of 21,100 meters of rails will be required for this project. A total of 1,900 meters of rails are to be delivered during the period from 3 June through 1 August 1952.
- b. Work on the reconstruction of the dismantled second track of the Cuban-Balkenberg railroad line was scheduled to be started on 21 April and completed on 31 October 1952. A total of 119,000 meters of rails will be required for this project. During the period from 3 June through 30 September, a total of 1,000 meters of rails is to be delivered daily.

(1)

2.

the following amounts of rails were to be made available by the regional headquarters mentioned for the Nordring Berlin project:

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Regional Railroad Headquarters	Number of Meters of Rails to Be Made Available	Gauge of Rails Requested
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Berlin	3,800	Narrow gauge
Dresden	8,000	Standard gauge
Erfurt	7,000	"
Greifswald	9,000	"
Halle	2,500	"
Magdeburg	2,000	"
Schwerin	1,500	"

A total of 2,000 ties will have to be made available at the Zernsdorf and 12,000 at the Engelsdorf tie depots, while 6,000 ties are to be delivered, on call, by the depot at Mucknitz, 1,000 by the depot at Neudietendorf and 3,000 by that in Eberswalde. (2)

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3. On 1 June, [] the Lietzow-Binz railroad line, which is under construction, can be operated as far as a point 300 meters west of the Binz-Mukran Highway. (3)

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- a. In order to save material, only every second tie used on the Lietzow-Binz railroad line will be one piece. The completion date for the line has been fixed for mid-June. (3)
- b. The roadbed of the Tempin-Prenzlau railroad line is under construction. The completion date for the line has been fixed for the fall of 1952. (4)
- c. On 17 May 1952, [] the railroad curve near Britz was still under construction. Although this line was officially inaugurated in mid-May, it could not be opened to traffic because the railroad embankment was so steep that earth slides occurred frequently. (5)

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5. In late May 1952, [] Herr Winzer, previously chief of the Construction Department at this railroad headquarters, was made Special Commissioner for Rails and Ties and attached to the Directorate General, Railroads, Berlin. One of the first measures was an order to have every second tie on guard tracks of railroad stations dismantled immediately and sent to existing permanent way construction materials depots. (6)

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6. On 27 May 1952, [] the second track on the bridge over the flood area of the Oder River at Kuestrin-Kietz was completed. (7)

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7. In early June 1952, [] the railroad bridge in Goerlitz had not been reconstructed. At that time, the debris of the bridge had been removed and a construction shed had been built on the Polish side of the river. (8)

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8. [] a total of 7,200 meters of rails, 49 single and 11 crossing switches can be dismantled at the Nordbahnhof Berlin, previously Stettiner Bahnhof. (10)

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9. On 1 June 1952, [] the dismantling of rails to be used for important railroad construction projects had to be approved by Major Karolin (fnu) of the SCC in Karlshorst. (11)

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10. a. Earth-works on the Nordring Berlin construction project were started on 10 June. A total of 500,000 cubic meters of earth will have to be moved. Near Bergfelde, a cutting 8 to 10 meters deep will have to be made, while the construction of a railroad embankment 8 to 10 meters high is required near Muehlenbeck. A total of 3,000 workers will eventually be employed in the first construction stage. The Bau-Union firms from Potsdam, Brandenburg, Berlin, Naumburg, and Waren-Mueritz have been contracted for this stage of the project. Mobile construction shops from Magdeburg and Berlin will also be made available. It is expected that the Soviets will lend trucks for the execution of the project. Construction stage I includes the following construction work:

- (1) A railroad underpass south of Karow, where the Nordring Berlin crosses the four-track Berlin-Stettin railroad line, and the raising of the embankment of the latter line by four meters. (11)
- (2) Construction of some highway bridges, which involves the raising of the embankments of the Buchholz-Hobrechtsfelde highway and National Highway No 109 between Berlin and Prenzlau.

- (3) Railroad overpass south of Muehlenbeck, where the new line passes over the Heidekraut railroad line (Niederbarnimer Eisenbahn). (12)
- (4) Construction of a railroad overpass over the Muehlenbeck-Moenchmuehle highway.
- (5) The Muehlenbeck-Schoenfliess road will have to be raised to a level of about 6 meters.
- (6) The Birkenwerder-Schoenfliess road will have to be raised. (2)

- b. The Marzahn-Karow single track railroad line section connects the southern section of the Berlin Outer Freight Ring and the Nordring Berlin, construction work on which has been started. On 15 June, [redacted] an inspection of this rail link and in a conference at which the double tracking of the line was discussed. (13)
- c. The course of the connecting curve southwest of Charlottenburg has been staked out. Work on the project is expected to be started in the near future. (4)

25X1 [redacted] Comments.

- (1) The reconstruction of the dismantled second track on a section of the Falkenberg-Morka/Wehrkirch main railroad line was included in the 1952 construction project. By Soviet order, the double-tracking of the Guben-Falkenberg line was declared a priority project. [redacted] 25X1
- (2) Information on the Nordring Berlin project was transmitted previously. See [redacted]. Construction stage I covers the Karow/Blankenburg-Schilde-Birkenwerder section; the completion date has been fixed for the beginning of August 1952. [redacted] 25X1
- (3) Information on the reconstruction of this single track railroad line on Ruegen Island, which was dismantled by the Soviets, was transmitted previously. For last report, [redacted] 25X1
- (4) [redacted] 25X1
- (5) For last report on this connecting curve, [redacted]. 25X1
- (6) The acute shortage of rails and ties in the Soviet zone of Germany led to the appointment of a special railroad commissioner, who is charged with the elimination of this bottleneck.
- (7) Information on the double tracking of the bridge over the Oder River near Kuestrin, including the bridge over the flood area of this river, was transmitted previously. For last report, [redacted] 25X1
- (8) The bridge across the flood area of the Oder River has 11 spans, each of them 15 meters long. This observation confirms that work on the reconstruction of the railroad viaduct over the Neisse River in Goerlitz has not been started to date. [redacted] 25X1
- (9) The deactivation of the former Stettiner Bahnhof on 18 May was reported previously. [redacted]
- (10) Major Karcln (fnu) is reported for the first time.
- (11) Of the four tracks of this line, two are long-distance tracks and two used by the Berlin interurban railroad system. One long-distance track and one track of the interurban railroad system have been dismantled.
- (12) The Heidekraut railroad line is a single track secondary line leading from Berlin to Gross Schoenebeck via Pasdorf. It is in a poor condition.
- (13) The Marzahn-Karow line is part of the single track northern section of the Berlin Outer Freight Ring, which was constructed in 1950.